CHAPTER ONE

Congestion Management Agency

The Alameda County Congestion Management Agency (CMA) was created by a Joint Powers Agreement (JPA), dated February 20, 1991, which became effective on May 28, 1991. The JPA has been amended twice since May of 1991 to revise the voting structure and to deal with quorum-related matters. The JPA specifies the composition of the CMA governing board, its functions, duties and powers and other administrative matters. The JPA also sets forth many objectives for the CMA, including the following general goals:

- Position Alameda County jurisdictions and transit operators to better compete for limited state and federal transportation dollars.

- Seek consensus on future improvements to major roads, freeways and transit services.

- Foster early communication among cities, the county and transit operators on transportation projects and issues and on the system of roadways and transit services designated in the CMP (CMP-network).

In January 1995, the CMA revised the Strategic Plan and included the following organizational goals:

- Provide effective service to local government, transit operators and other interests in Alameda County.

- Prepare periodic reports on activities and accomplishments.

- Continue to develop the CMA's position as a leader in transportation in the Bay Area.

- Secure reliable, ongoing funding and explore ways of doing business differently in order to provide a more cost-effective delivery of service.

- Foster cooperative relationships within the CMA member jurisdictions and with other groups, both formal and informal.

- Develop procedures to integrate CMA programs, such as the *Countywide Transportation Plan* and the Congestion Management Program (CMP).

- Develop new procedures and update existing procedures, as appropriate, to provide the CMA Board with appropriate management controls.

- Position the CMA to anticipate and respond effectively to new roles and responsibilities.

COMPOSITION OF THE CMA

Table 1 shows the voting structure of the CMA Board based on the current population in Alameda County. It is based on the following formula contained in the revised JPA:

- An initial vote for the Alameda County Board of Supervisors and each Alameda County city for every 50,000 population or fraction thereof;

- Additional votes shall accrue to the county and cities as each jurisdiction's population reaches the midpoint of the next highest increment of 50,000 (e.g., 25,001 or more); and

- One voting representative each for AC Transit and BART.

Each city's voting representation is adjusted according to the above formula following the publication of each national census or during the intervening periods using population estimates from the California Department of Finance.

VOTING

A majority of the authorized vote of the CMA Board is required in order to:

- Adopt or amend the CMP;

- Adopt a resolution of conformance or non-conformance with the adopted CMP;

- Approve or reject a deficiency plan that will address problems;

- Adopt or amend the *Countywide Transportation Plan*;

- Approve federal or state funding programs;

- Adopt the annual budget; or

- Levy fees or charges.

A majority vote of those present and voting is required for any other action.

FUNCTIONS AND RESPONSIBILITIES

The CMA has the following functions and responsibilities:

- Prepare, adopt, revise, amend, administer and implement the CMP, a 5-year program aimed at reducing congestion.

- Develop, adopt and update the *Countywide Transportation Plan,* the long-range (25 years) transportation plan for the county.

- Coordinate transportation planning and funding programs within Alameda County and with contiguous counties.

- Coordinate countywide input to:

- The California Clean Air Act and Transportation Control Measures of the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD)

- MTC guidelines for county transportation plans pursuant to Government Code Section 66531;

- MTC's *Regional Transportation Plan*;

- MTC's Regional Transportation Improvement Program (RTIP) and the California Transportation Commission's (CTC) State Transportation Improvement Program (STIP); and

- Prepare, adopt, update and administer the federal funding programs for Alameda County including the Surface Transportation Program (STP) and the Congestion Mitigation and Air Quality (CMAQ) Program.

- Levy and collect fees and charges, including administrative and operating costs.

- Seek state and federal funding to defray the cost of preparing, adopting, amending, administering and implementing the CMP and other CMA duties.

- Recommend projects for funding from the Alameda County share of the STIP, as specified in Senate Bill 45. In addition to recommending projects for funding, the CMA oversees project implementation to ensure that projects meet "timely use of funds" requirements and that no programmed funds are lost to Alameda County.

The CMA also acts as the program manager for the Transportation Fund for Clean Air (TFCA) in Alameda County. The TFCA program, which aims to reduce pollution by reducing the use of single-occupant vehicles, is funded through a $4-per-vehicle registration fee and is managed by the BAAQMD. The law requires the Air District to allocate 40 percent of the revenue to each county. Other functions could be added by amendments to the JPA or by actions of the state or federal government.

For more information on the CMA's committees, appeals process and administrative costs, see Appendix B.

Table 1 — Alameda County Congestion Management Agency Voting Structure
(based on population)

		Population* (January 2007)	# of Votes
Alameda County (unincorporated area)		139,880	3
Cities:	Alameda	75,254	2
	Albany	16,764	1
	Berkeley	106,347	2
	Dublin	43,630	1
	Emeryville	9,163	1
	Fremont	211,662	4
	Hayward	147,845	3
	Livermore	82,845	2
	Newark	43,693	1
	Oakland	415,492	8
	Piedmont	11,055	1
	Pleasanton	68,755	1
	San Leandro	81,466	2
	Union City	72,297	1
Transit Operators:	AC Transit	na	1
	BART	na	1
	Total Population/Vote	**1,526,148**	**35**

* State Department of Finance estimates; received May 2007.